Additional Documents

Distributed for the

PUBLIC WORKS INFRASTRUCTURE COMMISSION MEETING of

December 10, 2025

Item No.	Agenda Item Description	Distributor	Document
1	Revised Item 3: Neighborhood Traffic Calming Toolbox	Bassam AL-Beitawi	Powerpoint
2	Revised Item 6: Approval of Minutes of Regular PWIC Meeting on November 12, 2025	Staff	Minutes
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Neighborhood Traffic Calming Toolbox

Public Works Infrastructure Commission (PWIC) Meeting
December 10th, 2025

Prepared By: Public Works Department – Transportation Division

City of SOUTH PASADENA

Neighborhood Traffic Calming Toolbox

Introduction:

The Federal Highway Administration (FHWA) and the Institute of Transportation Engineers (ITE) have collaborated to produce a Traffic Calming ePrimer with a toolbox that includes a variety of traffic calming tools. The ePrimer/Toolbox is the result of several decades of traffic calming experience in the U.S.

Definition and Purpose of Traffic Calming:

FHWA and ITE have defined traffic calming as reduction of automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling. Traffic Calming helps increase the quality of life by reducing automobile speeds and volumes on residential streets by implementing various tools to meet broader social needs and facilitate safe and efficient movement of all street users.

Traffic Calming Measures Included in the Toolbox:

Traffic calming measures are grouped within four categories:

- Horizontal deflection
- Vertical deflection
- Street width reduction
- Routing restriction

Neighborhood Traffic Calming Toolbox

Horizontal deflection hinders the ability of a motorist to drive in a straight line by creating a horizontal shift in the roadway. This shift forces a motorist to slow the vehicle to comfortably navigate the measure. Horizontal deflection includes:

- Lateral shift
- Chicane
- Realigned intersection
- Traffic circle
- Small modern roundabout and mini-roundabout
- Roundabout

Vertical deflection creates a change in the height of the roadway that forces a motorist to slow down to maintain an acceptable level of comfort. The types of vertical deflections are:

- Speed hump
- Speed cushion
- Speed table
- Raised crosswalk
- Raised intersection

Neighborhood Traffic Calming Toolbox

Street width reduction narrows the width of a vehicle travel lane. As a result, a motorist slows the vehicle in order to maintain an acceptable level of comfort and safety. The types of street width reductions are:

- Corner extension (i.e., a curb extension at an intersection)
- Choker (i.e., a midblock curb extension)
- Median island
- On-street parking
- Road diet

Routing restriction prevents particular vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic. The types of routing restrictions :

- Diagonal diverter
- Full closure
- Half closure
- Median barrier
- Forced turn island

Neighborhood Traffic Calming Toolbox

Measures NOT Included in the Toolbox

Why some traffic calming measures are not included in the Toolbox :

- The measure is a standard traffic control measure typically used for improving traffic flow and has a secondary benefit for non-motorist safety.
- The measure produces only a temporary or short-lived benefit.
- The measure requires enforcement.
- The measure has minimal or no measurable effect on vehicle speed or non-motorist safety.

The excluded measures include:

- **Signs** (Stop, Yield, turn prohibition, traffic calmed neighborhood, through traffic prohibition, one-way, speed limit, commercial vehicle restriction, motorist feedback)
- **Pavement markings** (marked crosswalk, pavement color change, narrowed lanes, transverse markings, school zones)
- **Corner radius reduction**
- **Textured pavement** and rumble strips
- S**treetscaping**/landscaping

Although the Toolbox focuses on mostly physical measures to calm traffic, non-physical measures can also be an effective part of traffic calming. For example, educational and enforcement efforts have long been used as part of a neighborhood traffic calming program and should continue to be considered as either supplements to self-enforcing physical means or as a precursor to physical measures.

Neighborhood Traffic Calming Toolbox

Toolbox of Individual Traffic Calming Measures:

Three important factors should be taken into consideration when selecting traffic calming measures:

1. **Applicability and Acceptability of Individual Traffic Calming Measures:**
    a. Location – Intersection or Roadway Segment.
    b. Roadway Functional Classification.
    c. Other Attributes of Roadway Function: Emergency Service Access, Presence of a Transit Route, Etc.

Neighborhood Traffic Calming Toolbox

2. Cost of Individual Traffic Calming Measures:

The cost of a measure is an important consideration in its evaluation and, selection. The wide variance in the cost estimate for each measure is due to the following five key factors:

- **Size** – the area covered by a traffic calming measure can significantly influence the cost (for example, a forced turn island at a local residential street intersection is likely to be smaller than one provided at a collector/arterial intersection).
- **Project Scale** – the overall project scale and number of measures constructed has a significant impact on the cost of a project (for example, the unit cost per speed hump for a single installation can be significantly more than for a series of speed humps).
- **Landscaping** – the extent and type of landscaping (and the cost of providing the appropriate environment in which to flourish) can have a wide cost range.
- **Drainage** – the addition of a traffic calming measure may influence the drainage of the roadway and improvements would be required to maintain proper roadway drainage.
- **Utility Access Points** – the relocation or redesign of access to drains, valves, etc. can represent a significant cost.

Neighborhood Traffic Calming Toolbox

3. Temporary Versus Permanent Installation

It may be appropriate to install a temporary version of a traffic calming measure under certain circumstances. Examples include:

- When there is a need to verify that the location, configuration, and geometry of a traffic calming measure will produce the desired effect (e.g., vehicle speed change, motorist compliance, vehicle maneuverability).
- Before investment in a permanent feature if sufficient funds are not available for permanent construction.
- When there is a desire to gauge community reaction to, or opinion of, the measure before investment in a permanent feature.
- A short-term initiative is needed to provide traffic calming on a local street during a major traffic generating event or nearby construction on the highway system.

Neighborhood Traffic Calming Toolbox

Toolbox of Individual Traffic Calming Measures:

Horizontal Deflection	Vertical Deflection	Street Width Reduction	Routing Restrictions
1. Roundabout 2. Small Modern Roundabout and Mini Roundabout 3. Traffic Circle 4. Lateral Shift 5. Chicane 6. Realigned Intersection	7. Speed Humps 8. Speed Cushions 9. Speed Table 10. Raised Intersection	11. Corner Curb Extension/Bulb-Out 12. Choker 13. Median Island 14. Striped Lane Narrowing 15. Road Diet	16. Diagonal Diverter 17. Full Street Closure 18. Partial/Half Street Closure 19. Median Barrier and Forced Turn Island

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

Toolbox of Individual Traffic Calming Measures:

1. Roundabout:

A roundabout is an intersection design used as a replacement for signalized intersection or “All-Way” stop-controlled intersection. A full roundabout is typically appropriate only at the intersection of two arterial streets or of an arterial street with a collector street. The full roundabout does not generally fit within lower classification street intersections such as residential streets.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Intersections of arterial and/or collector streets. • One or more entering lanes. • Can be used at intersections with high volumes of large trucks and buses.	• Effectively reduces vehicle speeds. • Reduces collision potential. • Better side-street access.	• Parking removal required. • May increase bicycle/automobile conflict • Requires additional right –of-way. • Expensive.	• Reduce vehicle speeds. • Reduce delay at an intersection.	• $300,000 - $2M for medium to large roundabout (small roundabouts are considered mini-roundabouts).

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

2. Small Modern Roundabout and Mini Roundabout (Not Traffic Circle):

A small modern roundabout and mini-roundabout are raised islands, placed within an unsignalized intersection.

The principal difference between a small modern roundabout and a mini-roundabout is at the center island. For a small modern roundabout, the center island is not traversable and can be landscaped. In contrast, the center island of a mini-roundabout is fully traversable.

Small Modern Roundabout

Mini Roundabout

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Intersections of local and/or collector streets. • One lane each direction entering intersection. • Not typically used at intersections with high volume of large trucks or buses turning left.	• Effectively reduces vehicle speeds. • Reduces collision potential. • Better side-street access. • Opportunity for landscaping.	• Parking removal required. • May increase bicycle/automobile conflicts. • Requires additional right-of-way. • Expensive.	• Reduce vehicle speeds. • Reduce delay at an intersection.	• $50,000 - $150,000 per street intersection.

Neighborhood Traffic Calming Toolbox

3. Traffic Circle (Not a Roundabout):

A traffic circle is a raised island, placed within an unsignalized intersection. A traffic circle **can have Stop signs** or Yield signs on the intersection approaches.

The primary benefit of a traffic circle is an expected reduction in the number of angle and turning collisions. An additional benefit is that it can slow high-speed traffic at the intersection.

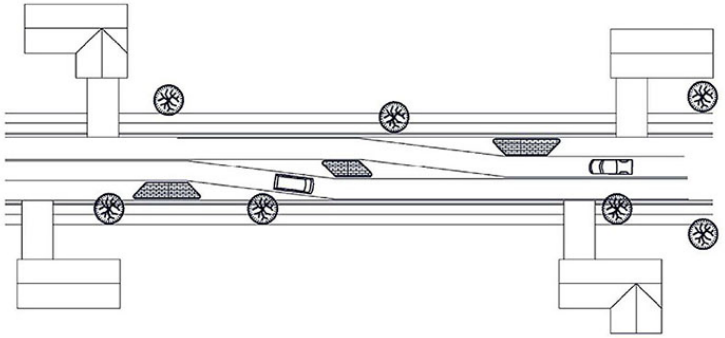
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate at intersections of local streets. • One lane each direction entering intersection. • Not typically used at intersections with high volumes of large trucks or buses turning left.	• On average can achieve 11% reduction in 85th percentile speeds. • 71% decrease in annual collisions. • 5% reduction in traffic volumes. • Can have positive aesthetic value.	• Requires careful design to allow passage of emergency vehicles and avoid traffic encroaching on pedestrian crosswalks.	• Reduce excessive vehicle speeds. • Improve pedestrian and bicyclist safety. • Enhance neighborhood identity.	• $75,000 - $200,000 per intersection.

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

4. Lateral Shift:

A lateral shift is a realignment of an otherwise straight street that causes travel lanes to shift in one direction.



Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for local, collector, or arterial roadways. • Appropriate for one-lane one-way and two-lane two-way streets. • Appropriate on roads with or without dedicated bicycle facilities, and transit routes.	• Effectively reduces vehicle speeds. • Low impact on emergency vehicles. • Opportunity for landscaping.	• Loss of parking. • Increased maintenance. • May impact driveways. • May be expensive.	• Reduce vehicle speeds.	• $10,000 per 1000 ft. on typical residential street (striping only). • $50,000 with raised islands (two on a 1000 ft. long residential street)

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

5. Chicane:

A chicane is a series of alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path.

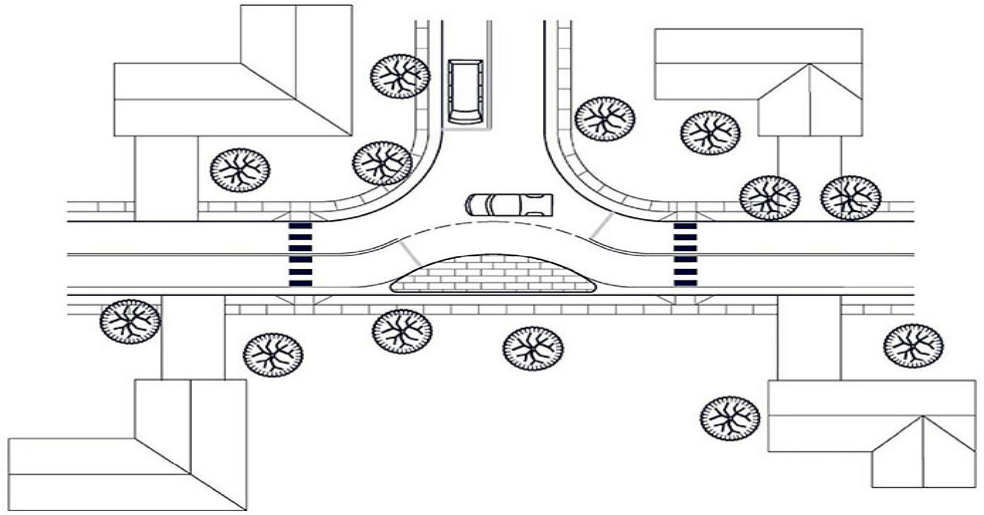
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for mid-block locations but can be an entire block if it is short. • Effective with low volumes and speed limit of 35 mph or less. • Applicable on one-lane one-way and two-lane two-way roadways.	• On average can achieve reduction in 85th percentile speeds by 6%. • Can reduce vehicular volume by15% per day. • Little or no increase in noise levels. • Little if any impediment to transit/bus service.	• Loss of on-street parking at chicane location.	• Reduce excessive vehicle speeds. • Enhance neighborhood identity.	• $8,000 - $25,000 depending on project size.

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

6. Realigned Intersection:

A realigned intersection is the reconfiguration of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection. The most common application is the conversion of a T-intersection with straight approaches into curving streets meeting at right angles.



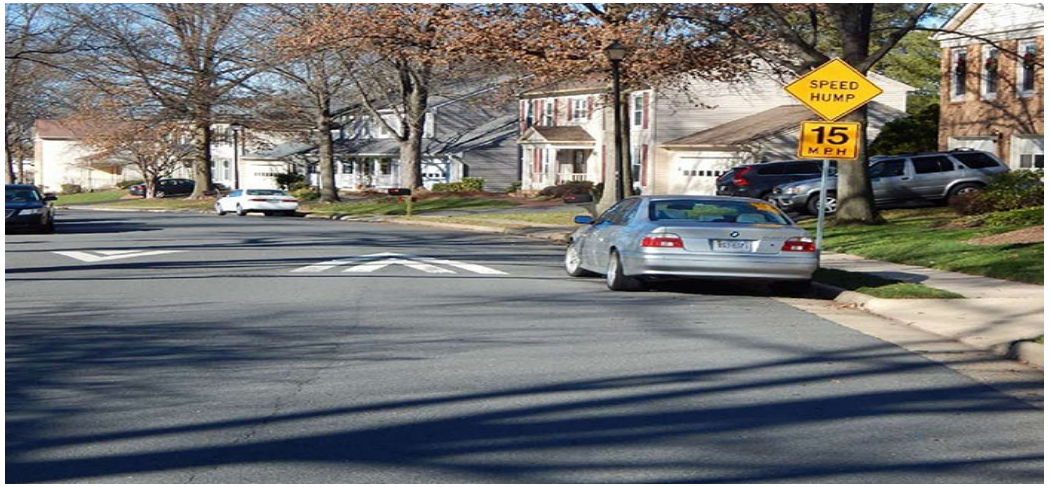
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for collector or local streets. • Most applicable at T-intersections. • Applicable on one-way and two-way roadways. • Most commonly installed on closed-section.	• Reduces vehicle speeds. • No significant impact on emergency and transit service. • May discourage through traffic. • Opportunity for landscaping.	• Removal of parking required. • Increased maintenance. • May divert traffic to other streets.	• Reduce vehicular speed approaching intersection.	• $10,000 - $20,000

Neighborhood Traffic Calming Toolbox

Vertical Deflection

7. Speed Humps:

A speed hump is an elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow. A speed hump is typically 3 inches in height (with applications as high as 4 inches) and 12 feet in length along the vehicle travel path.



Application	Advantage	Disadvantage	Targeted Goals	Cost
• Residential local streets and residential /neighborhood collectors. • Appropriate for mid-block placement. • Can be used on a one-lane one-way or two-lane two-way street.	• Relatively inexpensive • They are relatively easy for bicycles to cross if designed appropriately • Very effective in slowing travel speeds.	• May not be appropriate for use near curves • Speed humps will not be considered on streets with grades steeper than 8%; traffic volumes greater than 5,000 vehicles per day; or designated evacuation, truck, or transit routes • Noise from vehicles slowing	• Reduce excessive vehicle speeds.	• Approximately $9,000 (3 sets of speed hump on a typical residential street of 1,000 ft. long) .

Neighborhood Traffic Calming Toolbox

Vertical Deflection

8. Speed Cushions:

Speed cushions consists of two or more raised areas placed laterally across a roadway. The height and length of the raised areas are comparable to the dimensions of a speed hump. The primary difference is that a speed cushion has gaps between the raised areas to enable a vehicle with a wide track (e.g., a large emergency vehicle, some trucks, some buses) to pass though the feature without any vertical deflection.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Local and collector streets. • Mid-block locations only.	• Very effective in reducing speeds. • Can reduce vehicle volumes. • Emergency response vehicle friendly. • Minimum maintenance	• May divert traffic to parallel streets. • Not aesthetically pleasing. • Increases noise in the vicinity of the cushions.	• Reduce excessive vehicle speeds.	• 3 Sets of Cushions on a typical residential street. • Rubber Cushion = $12,000. • Asphalt Cushion = $18,000.

Neighborhood Traffic Calming Toolbox

Vertical Deflection

9. Speed Table:

Speed table is a raised area placed across the roadway designed to physically limit the speed at which a vehicle can traverse it. Like a speed hump, it extends across the travel way. However, **unlike a speed hump**, a speed table has a long enough flat top (typically, 10 feet) to accommodate the entire wheelbase of most passenger cars.

When a speed table is designated as a crosswalk through the use of striping, it is known as a raised crosswalk.

Speed Table

Raised Crosswalk

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Local and collector streets; mid-block or at intersections. with/without crosswalks. • Can be used on a one-lane one-way or two-lane two-way street.	• Smoother on large vehicles (such as fire trucks) than Speed Humps. • Effective in reducing speeds, though not to the extent of Speed Humps.	• Questionable aesthetics, if no textured materials are used. • Textured materials, if used, can be expensive. • May increase noise and air pollution.	• Reduce excessive vehicle speeds.	• 3 sets of speed tables on a typical residential street = $24,000.

Neighborhood Traffic Calming Toolbox

Vertical Deflection

10. Raised Intersection:

A raised intersection is a flat, raised area covering an entire intersection with ramps on all approaches. It is essentially a speed table that covers an entire intersection, including the crosswalks. A raised intersection typically rises to sidewalk level.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Intersections of collector, local, and residential streets. • Installed at signalized or all-way stop controlled intersections with high pedestrian crossing demand.	• Effectively reduces vehicle speeds at uncontrolled intersections. • Enhances pedestrian safety. • Can be aesthetically pleasing.	• Expensive to construct and maintain. • Requires drainage modifications. • Affects emergency vehicle response time.	• Reduce excessive vehicle speeds. • Enhance pedestrian safety.	• $100,000 per intersection.

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11. Corner Curb Extension / Bulb-Out:

A curb extension is a horizontal extension of the sidewalk into the street resulting in a narrower roadway section. This device may be used at either corner or midblock. *A curb extension at an intersection is called a* **corner extension or bulb-out**. *A curb extension located midblock is called a* ***choker***

Corner Extension / Bulb-Out

Chocker

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Arterials, collectors, or local streets. • Can be used on one-way and two-way streets. • Installed only on closed-section roads (i.e. curb and gutter).	• Improve pedestrian visibility. • Shorter pedestrian crossing width. • May reduce vehicle speeds. • Opportunity for landscaping	• May require parking removal. • May be problematic for bicyclists. • May create drainage issues. • Impacts large vehicle turns.	• Reduce excessive vehicle speeds. • Improve Pedestrian Safety. • Enhance neighborhood identity.	• **Curb extension:** • **No drainage:** $12,000 per intersection (four corners) • **With drainage:** up to $40,000.

Neighborhood Traffic Calming Toolbox

Street Width Reduction

12. Choker:

When a curb extension is located at a midblock location it is called Chocker

A choker can be located at any spacing desired for traffic calming.

A choker may be a good location to place a midblock crosswalk (either level with the roadway or as a raised crosswalk) because it shortens the distance a pedestrian walks on the travel way.

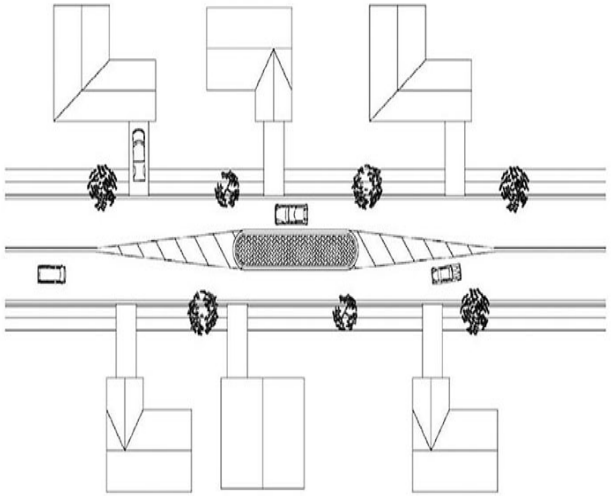
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Can be created by a pair of curb extensions. • Can be located at any spacing desired • Suitable for a mid-block crosswalk. • Appropriate for arterials, collectors, or local streets.	• Encourages lower speeds. • Can result in shorter pedestrian crossing distances if a mid-block crossing is provided.	• May force bicyclists and motor vehicles to share the travel lane. • May require some parking removal. • May require relocation of drainage features and utilities.	• Reduce excessive vehicle speeds. • Enhance neighborhood identity.	• **Choker:** $15, 000 per set. 3-4 sets on a 1,000 ft. street segment.

Neighborhood Traffic Calming Toolbox

Street Width Reduction

13. Median Island:

A median island narrowing is a raised island located along the street centerline that narrows the travel lanes at that location. The visual appearance of narrowed lanes encourages a motorist to slow.



Application	Advantage	Disadvantage	Targeted Goals	Cost
• Arterial, collector, or local roads. • Can often double as a pedestrian/bicycle refuge islands if a cut in the island is provided along a marked crosswalk, or bike facility.	• Reduces vehicle speeds. • Can reduce vehicle conflicts. • Reduces pedestrian crossing width. • Landscaping opportunity.	• May require parking removal. • May reduce driveway access. • May impact emergency vehicles. • May divert traffic to other streets.	• Manage traffic volumes. • Reduce excessive vehicle speeds. • Improve pedestrian and bicyclist safety. • Enhance neighborhood identity.	• $25,000 - $75,000 depending on island width.

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14. Striped Lane Narrowing (On-Street Parking):

Striped lane narrowing can effectively narrow the roadway travel lanes by adding side friction (parking lane delineation) to the traffic flow. On-street parking can be allowed on one or both sides of a roadway.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Acceptable for all roadway functional classifications. • Can combine with curb extensions for protected parking. • Can be used on one-way or two-way streets. • Appropriate along bus transit routes.	• Inexpensive. • Striping can repurpose excess width to create bike and/or parking lanes without reducing number of travel lanes. • Does not physically slow emergency vehicles (or buses).	• Has not been shown to significantly reduce travel speeds. • Requires regular maintenance.	• Reduce excessive vehicle speeds. • Improve pedestrian and bicyclist safety.	• $3,000 (one side) per 1,000 ft. long typical residential street segment.

Neighborhood Traffic Calming Toolbox

Street Width Reduction

15. Road Diet:

A road diet is the conversion of an undivided roadway to a cross-section with fewer or narrower through motor vehicle travel lanes. The reduction in the number of lanes permits the inclusion of facilities for other uses, such as bicycle lanes, sidewalks, pedestrian refuge islands, transit uses, and on-street parking.

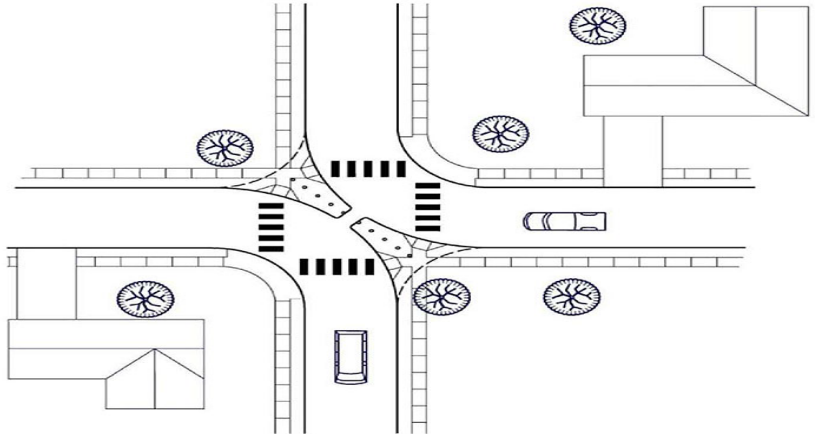
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Acceptability for nearly all roadway functional classifications. • Can be applied in urban, suburban, or rural settings. • Appropriate for most common speed limits. • Can be applied at/near intersections or along road segments. • Appropriate along transit routes. • Appropriate along emergency vehicle routes	• Reduces severity of pedestrian/vehicle conflicts. • Reduces severity of bicyclist/vehicle conflicts. • Potential crash reduction of between 19% and 47%	• Elimination of on-street parking spaces. • Reduced capacity and increased congestion.	• Vehicular speed reduction.	• A minimum of $25,000 per quarter (1/4) mile.

Neighborhood Traffic Calming Toolbox

Routing Restriction

16. Diagonal Diverter:

A diagonal diverter is a physical barrier placed diagonally across a four-legged intersection. The barrier creates two unconnected intersections. Traffic approaching the intersection is restricted to one receiving leg, rather than three.



Application	Advantage	Disadvantage	Targeted Goals	Cost
• Applied only after other measures are deemed ineffective or inappropriate. • Often used in sets to make travel through neighborhoods more circuitous.	• Reduces cut-through traffic. • Self-enforcing. • Reduces vehicle conflicts. • Opportunity for landscaping.	• Increases out of direction travel. • Increases trip lengths. • Impedes emergency vehicles.	• Reduction of vehicular volume. • Reduction of vehicular speed approaching intersection.	• $15,000 per simple intersection. • $100,000 per large/complex diverter with drainage issues.

Neighborhood Traffic Calming Toolbox

Routing Restriction

17. Full Street Closure:

A full street closure is a physical barrier placed across a street to close the street completely to through vehicle traffic. Full closure can be done at either an intersection or midblock. A full closure can be designed to allow bicyclists and pedestrians to pass through.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for local streets, at intersection, or mid-block. • Typically applied only after other measures have failed or are deemed inappropriate or ineffective. • Typically found on closed-section roadways (i.e. curb and gutter).	• Can achieve 44% reduction in vehicles per day. • Able to maintain pedestrian and bicycle connectivity. • Emergency access provided in design. • Potential for stormwater capture.	• Causes access issues for local residents. • Diverts traffic to another street. • May not be feasible if impacts to drainage to other utilities.	• Manage traffic volumes. • Improve pedestrian and bicyclist safety. • Enhance neighborhood identity.	• $30,000 - $200,00 (with drainage) per location.

Neighborhood Traffic Calming Toolbox

Routing Restriction

18. Partial/Half Street Closure:

A Partial/Half street closure is a physical barrier that blocks vehicle travel in one direction (i.e., creates a one-way street) for a short distance on an otherwise two-way street. A half closure is to be placed at an intersection with the intent to obstruct selected traffic movements to or from the intersection.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for local streets, and at intersection. • Typically applied only after other measures have failed or are deemed inappropriate or ineffective. • Typically found on closed-section roadways (i.e. curb and gutter).	• On average can achieve reduction in 85th percentile speeds by 19%. • 42% reduction in vehicles per day. • Able to maintain full pedestrian and bicycle access. • Potential for stormwater capture.	• Causes access issues for local residents. • Drivers can bypass the barriers by entering oncoming traffic.	• Manage traffic volumes. • Reduce excessive vehicle speeds. • Improve pedestrian and bicyclist safety. • Enhance neighborhood identity.	• $15,000 - $150,000 (with drainage) per location.

Neighborhood Traffic Calming Toolbox

Routing Restriction

19. Median Barrier and Forced Turn Island:

Median barrier and forced turn island are two variations of physical turn restrictions at an intersection that can be used to eliminate specific traffic flows (in particular, cut-through traffic) from entering or exiting a side street.

Forced Turn Island

Median Barrier

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Used on arterial or collector roadways to restrict access to minor roads. • Typically applied only after other measures have failed or been deemed inappropriate / ineffective. • Used in sets to make travel to/through neighborhoods more circuitous.	• On average can achieve 31% reduction in vehicles per day. • Can improve safety at an intersection by prohibiting critical turning movements. • Able to maintain. pedestrian and bicycle connectivity.	• May cause access issues for some residents.	• Manage traffic volumes. • Improve pedestrian and bicyclist safety. • Enhance neighborhood identity.	• $15,000 - $40,000 per intersection

Neighborhood Traffic Calming Toolbox

Thank you.

CITY OF SOUTH PASADENA
PUBLIC WORKS INFRASTRUCTURE COMMISSION – MEETING

MINUTES
WEDNESDAY, November 12, 2025, at 6:30 P.M.
COUNCIL CHAMBER

CALL TO ORDER
The Public Works Infrastructure Commission meeting was called to order at 6:32 PM.

ROLL CALL
Members Present: Dunlap, Kerwin, Jones, Hernandez, Chair Abelson

Members Absent: Maling, Sharma, Vice-Chair Brunelle

Phillip Tran, Management Analyst, announced a quorum

Staff Present: Councilmember Omari Ferguson, Deputy Public Works Director Anteneh Tesfaye, City Engineer Michael Vartanians, Transportation Program Manager Bassam Al-Beitawi, Management Analyst Phillip Tran, Management Assistant Rigoberto Escobedo

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was led by Commissioner Jones.

PUBLIC COMMENT
1. **Public Comment received**

   There was no one wishing to provide public comment.

CHANGES TO AGENDA
2. **REORDERING OF, ADDITIONS, OR DELETIONS TO AGENDA**

   There was no one wishing to reorder the agenda.

PRESENTATION
3. **UPDATE ON STATUS OF ORANGE GROVE AVENUE TRAFFIC STUDY**

   Transportation Program Manager Bassam AL-Beitawi delivered presentation and responded to questions from the Commission.

4. **UPDATE ON STATUS OF GREVELIA AND BERKSHIRE POCKET PARK PROJECT**

   Principal Engineer Michael Vartanians delivered presentation and responded to questions from the Commission.

ACTION / DISCUSSION
5. **APPROVAL OF MINUTES OF PWIC MEETING ON OCTOBER 8, 2025**

   Recommendation
   It is recommended that the Commission review and consider approval of October 8, 2025, PWIC Meeting Minutes.

Following discussion, a motion was made by Commissioner Jones, seconded by Commissioner Kerwin to approve the October 8, 2025, PWIC Meeting Minutes. The motion carried 4-0, by the following vote:

AYES:	Dunlap, Kerwin, Jones, Chair Abelson
NOES:	None.
ABSENT:	Maling, Sharma, Vice-Chair Brunelle
ABSTAIN:	Hernandez

COMMUNICATIONS

6. **City Council Liaison Communications**

   Suggested the City consider creative, community-driven fencing solutions for north side of Berkshire Pocket Park. Raised the need to address safety and traffic concerns at Monterey and Indiana intersection. Commented on ongoing work with the City's Climate Action Plan. Requested tour of City's water facilities for commissioners and council to gain familiarity with local infrastructure.

7. **Commissioner Communications**

   Commissioner Jones inquired on the removal and replacement of parklets along Mission Street. Staff emphasized the importance of maintaining similar parklet footprint to ensure fairness amongst businesses. Staff explained outreach efforts and commissioner updates are planned, noting the Commission's desire for community input.
   Commissioner Kerwin noted public comments regarding the Indiana and Monterey intersections and expressed concern of vehicle speeds and suggested implementing traffic calming measures. Raised concerns regarding outreach and parking restrictions near Arroyo Vista and suggested reconsidering parking time restrictions to align with school hours to reduce impact to residents.
   Commissioner Dunlap expressed their interest in assisting with the Vision Zero Action Plan. Announced the upcoming World Day of Remembrance for Road Traffic Victims. Encouraged recognition and observance of the day.
   Chair Abelson requested updates on status of hiring for restoration of missing road markings around city, status of citywide engineering study, and timing for removal of dining deck and restoration of parking in front of Shiro restaurant. Suggested narrowing and/or use of crossing guards at Monterey to help control speed. Shared experience from participation in the Citizens Police Academy.

8. **Staff Liaison Communications**

   Principal Engineer Michael Vartanians reported ongoing review of proposals for on-call contracts in anticipation of awarding contract at the December 17, 2025, City Council meeting. Staff is continuing work on Monterey and Indiana Avenue and will analyze solutions once the comprehensive traffic study is complete. Reminded commissioners that meeting invitations are now sent individually for each meeting and emphasized the importance of checking emails to RSVP in advance.

ADJOURNMENT

There being no further matters, Chair Abelson adjourned the meeting at 8:00 PM to Wednesday, December 10, 2025.

Respectfully submitted:

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Michael Vartanians
Staff Liaison, City Engineer

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Larry Abelson
Public Works Infrastructure Commission Chair